

JOSH GREEN, M.D.
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KE KIA'ĀINA



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Wednesday, April 8, 2026
2:00 PM
State Capitol, 325

SB2429, SD1, HD1
RELATING TO TRAFFIC SAFETY

House Committee on Judiciary & Hawaiian Affairs

The Department of Transportation (DOT) strongly supports SB2429, SD1, HD1, a relating to establishing a framework for intelligent speed assistance technology for habitual speeders.

This bill proposes to establish a framework for requiring habitual speeders to install intelligent speed assistance (ISA) technology in their vehicles. It defines key terms, outlines court-ordered ISA requirements, sets standards for approved systems, addresses privacy protections, and mandates a report on effectiveness to the legislature.

Analysis of Hawaii's Fatality Analysis Reporting System data from 2019 to 2023 reveals that from 2019 to 2023, nearly half of all lives lost in Hawaii's fatal crashes—48 percent or 236 of 496—were linked to speeding drivers. Speed remains one of the most persistent and deadly factors on our roads. This constant issue underscores the urgent need for innovative approaches to address habitual speeding and enhance road safety.

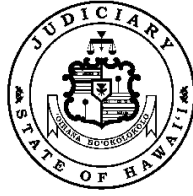
ISA technology represents a promising approach to directly intervene in cases of persistent speeding behavior. By requiring court-ordered installation for habitual offenders, this bill provides a targeted solution that can help modify dangerous driving habits and potentially prevent tragic accidents caused by excessive speed.

The DOT appreciates the bill's attention to privacy concerns and the mandate for effectiveness reporting. These elements will be crucial in ensuring the program's successful implementation and in gathering valuable data to inform future road safety initiatives.

We believe that SB2429, SD1, HD1, aligns with our ongoing efforts to enhance road safety and reduce speed-related fatalities and injuries. This technology-driven approach complements existing measures such as increased fines for speeding in school zones and the installation of traffic calming structures in high-risk areas.

The DOT is committed to working closely with relevant stakeholders to ensure the effective implementation of this framework, should it be enacted. We view this as an important step forward in our mission to make Hawaii's roads safer for all users.

Thank you for the opportunity to testify in strong support of this bill.



The Judiciary, State of Hawaii
Ka 'Oihana Ho'okolokolo, Moku'āina 'o Hawai'i

Testimony to the Thirty-Third Legislature, 2026 Regular Session

House Committee on Judiciary & Hawaiian Affairs

Representative David A. Tarnas, Chair

Representative Mahina Poepoe, Vice Chair

Wednesday, April 8, 2026, 2:00 P.M.

State Capitol, Conference Room 325

By

Jessica Orr

District Court Attorney

District Court of the First Circuit

Bill No. and Title: Senate Bill No. 2429, S.D. 1, H.D. 1, Relating to Traffic Safety

Purpose: Establishes a framework for the use of intelligent speed assistance technology for habitual speeders. Establishes liability for a manufacturer, distributor, or retailer regarding the design, manufacture, installation, or repair of an aftermarket intelligent speed assistance system. Requires a report to the Legislature. Allows for probation for persons who are charged with excessive speeding. Effective 7/1/3000. (HD1)

Judiciary's Position:

The Judiciary takes no position on the bill and is providing comments on areas of concern.

In the Habitual speeder designation section (page 3, lines 9–20 through page 4, lines 1–11), the definition of a habitual speeder still remains incomplete. As currently drafted, it is unclear whether the definition of habitual speeder is intended to include traffic infractions such as basic speed rule violations under Haw. Rev. Stat. § 291C-101, noncompliance with speed limit prohibited under Haw. Rev. Stat. § 291C-102, and speeding in a school zone or construction area under Haw. Rev. Stat. § 291C-104. While the Judiciary takes no position regarding the policy regarding active intelligent speed assistance devices, the Judiciary notes that if the bill is intended to apply to traffic infractions, Haw. Rev. Stat. § 291C-161 may need to be revised accordingly.



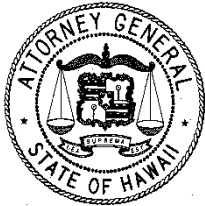
In the Financial Assistance and Equity section (page 7, lines 17-21 and page 8, lines 1-3), the bill assigns the Judiciary responsibility for providing partial financial relief to defendants who cannot afford the required intelligent speed assistance technology. The Judiciary does not have the financial resources or an established mechanism to provide such assistance, and the bill does not identify a funding source. We therefore respectfully recommend amending this section to align with Hawai'i Revised Statutes § 291E-5, which would allow the Department of Transportation and the designated vendor to provide the intended financial relief, as suggested by the Department of the Attorney General in its testimony before the House Committee on Transportation. The Judiciary proposes that page 7, lines 17-21 and page 8, lines 1-3 be deleted and replaced with the following language:

§286-G Financial assistance and equity. The director of transportation shall contract with one or more active intelligence speed assistance vendors to provide partial financial relief for the installation and the periodic calibration charges to offenders who apply for such assistance and who are recipients, at the time of license revocation or suspension, of either food stamps under the Supplemental Nutrition Assistance Program, or free services under the Older Americans Act or Developmentally Disabled Assistance and Bill of Rights Act.

In the Rules section (page 8, lines 4-6), Chapter 91 applies only to the various agencies of the State and their rule-making procedures. The sentence, as currently written, may lead to confusion as the Judiciary does not follow the procedures set forth in Chapter 91.

Finally, the Judiciary respectfully requests that the effective date be set no earlier than July 1, 2027. This additional time is critical to ensure proper implementation by the courts, which would include necessary updates to the Judiciary Information Management System (JIMS) and traffic payment system, and adjustment of operational resources to account for a possible increase to the traffic court calendar.

Thank you for the opportunity to testify on Senate Bill No. 2429, S.D. 1, H.D. 1.



**TESTIMONY OF
THE DEPARTMENT OF THE ATTORNEY GENERAL
KA 'OIHANA O KA LOIO KUHINA
THIRTY-THIRD LEGISLATURE, 2026**

LATE

ON THE FOLLOWING MEASURE:

S.B. NO. 2429, S.D. 1, H.D. 1, RELATING TO TRAFFIC SAFETY.

BEFORE THE:

HOUSE COMMITTEE ON JUDICIARY & HAWAIIAN AFFAIRS

DATE: Wednesday, April 8, 2026 **TIME:** 2:00 p.m.

LOCATION: State Capitol, Room 325

TESTIFIER(S): Anne E. Lopez, Attorney General, or
Mark S. Tom, Deputy Attorney General

Chair Tarnas and Members of the Committee:

The Department of the Attorney General (Department) provides the following comments and suggested amendments.

The purposes of this bill are to: (1) allow courts to order the use of intelligent speed assistance technology for habitual speeders, (2) establish liability for a manufacturer, distributor, or retailer regarding the design, manufacture, installation, or repair of an aftermarket intelligent speed distance system, (3) allow for probation for persons who are charged with excessive speeding, and (4) require a report to the Legislature on certain data and the effectiveness of intelligent speed assistance requirements.

To ensure enforceability and consistency, the Department recommends adding the new part that section 2 of the bill adds to chapter 286, Hawaii Revised Statutes (HRS), to chapter 291C, HRS, instead, because chapter 291C, the "Statewide Traffic Code" is more applicable to the offenses being enforced than chapter 286, the chapter for general highway safety. The Department also recommends the following changes:

Habitual Speeder Designation (page 3, line 9, through page 4, line 11)

The Department appreciates the amendments made by the House Committee on Transportation to make clear and objective guidelines for a court to designate a person as a habitual speeder, however, a majority of speeding offenses enumerated in part X of chapter 291C are designated as traffic infractions and are adjudicated outside of a courtroom by way of an online payment, or by the defendant failing or refusing to respond to the citation at all. Thus, while the intent of the bill is to reduce excessive

speeding, most offenders will not have to appear in front of a judge and therefore will never be designated a "habitual speeder" under section 286-B (page 3, line 9, to page 4, line 11).

Court Ordered Intelligent Speed Assistance (page 4, line 12, to page 5, line 8)

Upon designating a person as a habitual speeder pursuant to section 286-B, the court may order pursuant to section 286-C, as a condition of continued driving privileges, that any motor vehicle operated by the person be equipped with an approved intelligent speed assistance system. The Department is concerned with the lack of a built-in enforcement mechanism to ensure compliance with the speed assistance system court order. Traffic infractions under chapter 291C are not eligible for court-ordered probation supervision. Yet this system would require continual monitoring during the pendency of its court-ordered use. If an individual were to remove the system prematurely or tamper with the system, there are no provisions in this bill to sanction or hold the individual accountable. Such provisions could be established by creating standalone offenses comparable to section 291E-62(a)(3), HRS, Operating a Vehicle after License and Privilege have been Suspended or Revoked for Operating a Vehicle Under the Influence of an Intoxicant; Penalties, or section 291E-66, HRS, Circumvention of, or Tampering with, an Ignition Interlock Device by a person who has been Restricted to Operating a Vehicle Equipped with an Ignition Interlock Device; Penalties.

Financial Assistance and Equity (page 7, line 17, to page 8, line 3)

The Department suggests amending the financial assistance provisions in new section 286-G to be analogous to the financial assistance permitted for other types of electronic monitoring systems. See section 291E-5, HRS, Ignition Interlock User Affordability, and section 291E-6.5(d), HRS, Continuous Alcohol Monitoring System. Section 291E-5, HRS requires the Director of the Department of Transportation to contract with a vendor who will provide partial financial relief for the device to offenders who apply for such assistance and who are recipients, of either food stamps under the Supplemental Nutrition Assistance Program, or free services under the Older Americans Act or Developmentally Disabled Assistance and Bill of Rights Act. Id.

Thank you for this opportunity to provide comments on the bill.



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April 6, 2026

TO: The Honorable Chair David A. Tarnas, Chair
The Honorable Rep. Mahina Poepoe, Vice Chair
and House Members of the Committee on Judicial and Hawaiian Affairs

FR: Debra Coffey, Chief Government Affairs Emeritus
Smart Start LLC, Hawaii Corporate Office

RE: SB 2429/SD1/HD1, Establishing a framework for the use of Intelligent Speed Assistance
technology for habitual speeders – Support

I am Debra Coffey, Chief Government Affairs Emeritus for Smart Start LLC, Hawaii Corporate Office. Smart Start has been the vendor contracted by the Hawaii Department of Transportation to install and service alcohol ignition interlocks in Hawaii since 2011. Smart Start will also be offering distribution of active Intelligent speed devices. ***I am offering written testimony in support of SB2429/SD1/HD1.***

Speeding causes roughly one-third of our nation's traffic fatalities, according to the National Highway Traffic Safety Administration (NHTSA). Program participants will be allowed to obtain a restricted license with ISA program participation. This is especially important because about 75 percent of people continue to drive on a suspended license (Source: AAMVA).

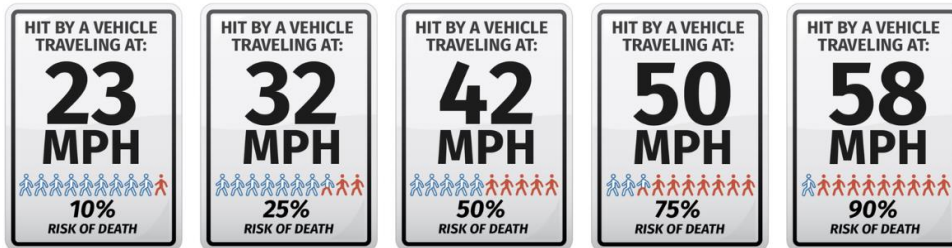
ISA technology has been used for more than 30 years on commercial fleets and is emerging as an innovative countermeasure for Super Speeders. As noted in the January 2026 National Conference of State Legislators Legisbrief, the District of Columbia, Virginia, and Washington state have passed similar laws and nearly 20 states are expected to consider ISA for Super Speeders legislation this year.

ISA uses location-based technology to recognize speed limits and prevent the vehicle from operating beyond a pre-set limit as determined by the state. Once that speed limit is reached, the pedal becomes unresponsive and will not allow the vehicle to accelerate further. A temporary speed allowance button can be used, if needed, for a pre-programmed distance and time for safety-related acceleration.

Active ISA technology enables individuals to seamlessly integrate back into their daily routines, facilitating their commute to work, school, and home. It also enhances road safety while providing feedback to the driver to promote safer driving habits.

Speed – A Major Factor in Traffic Deaths

- In 2023, 11,775 deaths — 29% of all traffic fatalities — occurred in speed-related crashes. ([NHTSA](#)).
- Speeding remains a hazard on Hawaii roads. In Hawaii, between 2018 to 2022, speeding accounted for at least 40% of all traffic related fatalities.
- Over 115,000 speeding related enforcement contacts were made statewide between 2019 and 2023.
- A 2023, Hawaii Attitudes and Behaviors Survey, asked participants how often they traveled over the speed limit. 46% responded 10 – 20 mph above the speed limit. 21% responded more than 20 mph above the speed limit. (Source: Hawaii DOT Strategic Highway Safety Plan).
- Speed-related crashes caused \$46.4 billion in economic costs and \$225 billion in comprehensive costs in 2019. Updated for inflation alone, in 2025, the economic costs would be \$58.56 billion and comprehensive costs would be nearly \$284 billion. (Advocates for Highway and Auto Safety 2025 [Roadmap](#))
- High speeds increase crash likelihood. Drivers have less time to react and require a longer distance to stop. Modest increases in speed = large increases in crash energy. ([Families for Safer Streets](#))



We support this measure and believe it represents an important step toward keeping Hawaii's roads safe.

Thank you for the opportunity to provide testimony in support of this important bill.

April 8, 2026

Rep. David Tarnas, Chair
Rep. Mahina Poepoe, Vice-Chair
Members of the House Committee on Judiciary & Hawaiian Affairs

Re: **SB 2429_SD1 HD1 Relating to Intelligent Speed Assistance Systems**

AAA Hawai'i supports Senate Bill 2429_SD1 HD1. This bill establishes a framework for courts to designate repeat speeders as “habitual speeders”, impose stronger penalties on repeat offenders, and allow for installation of intelligent speed assistance (ISA).

AAA supports ISA technology as part of Advanced Driver Assistance Systems (ADAS) to improve roadway safety. We support the use of aftermarket active ISA systems. These devices prevent speed violations by limiting engine power rather than engaging the brakes and can be fully integrated into the vehicle.

Demonstrated Technology

ISA technology has been in use for more than two decades, including in commercial fleets, with more than one million installations worldwide. Transport for London plans to fully implement ISA across its bus fleet by 2032. Prior to rollout, London buses exceeded posted 20 mph speed limits 15%–19% of the time; after ISA installation, that figure declined to just 1%–3% according to the European Transport Safety Council.

Similarly, New York City launched a pilot program in 2022 equipping 300 municipal vehicles, including 50 school buses, with ISA devices. Those vehicles traveled more than one million miles, with 99% adherence to posted speed limits. The city also reported a 37% reduction in hard braking events, indicating safer driving behavior. New York State is now considering ISA requirements for “super speeders.”

ISA devices are relatively simple to install. They use GPS technology to recognize posted speed limits and prevent a vehicle from exceeding a pre-set maximum speed. When that limit is reached, the

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accelerator becomes unresponsive. An emergency override function allows temporary acceleration, if needed, for safety purposes.

Speed — A Major Factor in Traffic Deaths

Speed remains one of the leading contributors to roadway fatalities. According to the Institute for Highway Safety, field assessments over the past 25 years have consistently shown reductions in speeding when ISA technology is used. Nationally, nearly 12,000 deaths — 28% of all crash fatalities — occurred in speed-related crashes in 2023. In Hawai'i, speed was a contributing factor in 58% of traffic deaths in 2023 according to the National Highway Traffic Safety Administration.

Higher speeds increase both crash likelihood and crash severity. Drivers have less time to react, stopping distances are longer, and even small increases in speed dramatically increase crash energy. Driver behavior data reinforces this concern. In a 2022 national survey conducted by the AAA Foundation for Traffic Safety, 49% of drivers reported exceeding the speed limit by 15 mph on a freeway in the past month, and 35% reported exceeding the speed limit by 10 mph on a residential street.

A Safer Alternative to License Suspension

Traditionally, repeat speeders or reckless drivers face license suspension. For many individuals, losing a license can lead to job loss and significant family hardship. Yet research from the American Association of Motor Vehicle Administrators indicates a substantial majority of suspended drivers continue to drive.

ISA provides a safer alternative. Rather than removing driving privileges entirely, ISA allows individuals to continue driving legally while preventing excessive speeding. This approach promotes compliance, protects public safety, and supports economic stability.

In 2024, the District of Columbia became the first jurisdiction in the nation to require ISA for repeat speeding offenders who would otherwise have faced full license suspension. Virginia, Georgia, and Washington State have since enacted similar measures, and several other states are considering comparable policies along with Hawai'i.

For these reasons, AAA Hawai'i respectfully urges your support and a YES vote on SB 2429_SD1 HD1.

Respectfully Submitted,



Marianne Kim
Senior Public Policy Specialist



Testimony of Amy Cohen
Founder & President, Families for Safe Streets
In Support of SB2429/SD1/HD1– Intelligent Speed Assistance to Stop Super Speeders

I am Amy Cohen, Founder and President of Families for Safe Streets, a national organization made up of people who have lost loved ones or suffered serious injuries on our roads. My 12-year-old son was killed in a crash right in front of our home—a loss no parent should ever have to endure. Every day, our organization works to prevent future tragedies and to support those who have been personally impacted. I am here today to express our strong support for SB2429/SD1/HD1 that would mandate anti-speeding technology called Intelligent Speed Assistance (ISA) to Stop Super Speeders.

What ISA Does

ISA is a proven safety technology that prevents vehicles from exceeding the speed limit and can be added to any vehicle as an aftermarket device. It is designed for drivers who have repeatedly broken speeding laws or committed an extreme speeding violation. Once installed, the device actively limits the car’s accelerator, ensuring the driver cannot exceed the speed limit by more than a small, legally defined margin. This technology has been successfully used in both private and public vehicle fleets for decades and has a proven track record in preventing speeding. Even drivers who might continue to drive despite a suspended license or inactive registration can do so safely with ISA.

Why ISA Saves Lives

Speeding is a leading factor in traffic fatalities and dramatically increases both the likelihood and severity of crashes. ISA addresses this by removing the ability of high-risk drivers to exceed speed limits while still allowing them to travel when necessary. Unlike license suspensions, which are often ignored out of necessity, ISA keeps everyone on the road safer.

National Context

Virginia, Washington State, and Washington, D.C. have already enacted “Stop Super Speeder” laws. Across the country, 16 states have introduced legislation this session targeting “super speeders” that mandate ISA, and several others are actively considering it.

Hawai‘i has the opportunity to be a national leader in traffic safety by adopting a Stop Super Speeders bill this session, advancing the commitment to Vision Zero—eliminating deaths and serious injuries on our roads.

Support and Implementation

Families for Safe Streets is leading the effort to pass Stop Super Speeders bills nationally with support from a range of national organizations, including the Alliance for Automotive Innovation,

MADD, Responsibility.org, America Walks, and the Vision Zero Network. The National Traffic Safety Board has also come out in support of this effort.

For more information, including our detailed white paper and model legislation from the American Association of Motor Vehicle Administrators (AAMVA), of which Hawaii DOT is a member, please visit: <https://www.familiesforsafestreets.org/stop-super-speeders>.

Conclusion

Families for Safe Streets strongly supports SB2429/SD1/HD1 as a proven, effective, and compassionate approach to prevent future tragedies. By passing this bill, Hawai'i can save lives, prevent injuries, and honor those we have lost

Mahalo for your time and consideration.



Testimony of the Oahu Metropolitan Planning Organization

House Committee on Judiciary and Hawaiian Affairs

**04/08/26 2:00 PM
CR 415 & Videoconference**

SB2429 SD1 HD1 RELATING TO TRAFFIC SAFETY

Dear Chair Tarnas, Vice Chair Poepoe, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB2429 SD1 HD1** which establishes a framework for the use of intelligent speed assistance technology for habitual speeders. Establishes liability for a manufacturer, distributor, or retailer regarding the design, manufacture, installation, or repair of an aftermarket intelligent speed assistance system. Requires a report to the Legislature. Allows for probation for persons who are charged with excessive speeding.

This bill supports our goal of reducing traffic related deaths and serious injuries to zero by 2045. Traffic fatalities increased ten percent between 2023 and 2024 in Hawaii. In 2024, the State of Hawaii Department of Transportation conducted an annual behavioral study, and nearly one-quarter of respondents admitted to exceeding the speed limit by more than 20 miles per hour, and over half exceeded the speed limit by 10-20 miles per hour in the last six months.

According to the National Highway Traffic Safety Administration, [Intelligent Speed Assistance](#) (ISA) technology significantly improves road safety by using GPS and camera data to identify speed limits, reducing speeding-related fatalities by an estimated 20% and, in some trials, reducing speeds over 11 mph by over 60%. Mandatory in new EU vehicles since July 2024, these systems, ranging from advisory alerts to active speed limiting, have proven to increase compliance.

The OahuMPO is the federally designated Metropolitan Planning Organization (MPO) on the island of Oahu responsible for carrying out a multimodal transportation planning process, including the development of a long-range (25-year horizon) metropolitan transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP), which encourages and promotes a safe, efficient, and resilient transportation system that serves the mobility needs of all people and freight (including walkways, bicycles, and transit), fosters economic growth and development, while minimizing fuel consumption and air pollution ([23 CFR 450.300](#)).

Mahalo for the opportunity to provide testimony on this measure.

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April 7, 2026

Rep. David A. Tarnas, Chair
Rep. Mahina Poepoe, Vice Chair
Committee on Judiciary & Hawaiian Affairs
House of Representatives
33rd Legislature, State of Hawai`i

via: <http://www.capitol.hawaii.gov>

Dear Committee leadership and members,

Re: **SUPPORT FOR AND COMMENT ON SB2429, SD1 HD1
RELATING TO TRAFFIC SAFETY**

DATE: Wednesday, April 8, 2026
TIME: 2:00 p.m.
PLACE: Conference Room 325 & Videoconference
State Capitol
415 South Beretania Street

This bill proposes to establish an intelligent speed assistance program and merely authorize, rather than require as better provided for in HB1959 HD1, installation of the technology in vehicle(s) operated by scofflaw (habitual) speeders. Notwithstanding, your colleagues in the House Transportation Committee have rendered an excellent and comprehensive bill incorporating the technology and associated penalties into the state Highway Safety and Traffic Codes with its several amendments to SB2429, SD1. **Please pass this bill but please also consider 2 further amendments.**

First requested amendment. SD1 newly proposes in Section 1 within the statement of the purpose of the Act “(3). Allow for probation for persons who are charged with the offense of excessive speeding,” and expressly provides for that by amending HRS § 291C-105 in Section 4 and in the newly proposed § 291C- (Speed safety intervention) in Section 3. I ask, Why?

“Excessive speeding” is defined as a speed that exceeds “ (1) The applicable state or county speed limit by thirty miles per hour or more; or (2) Eighty miles per hour or more irrespective of the applicable state or county speed limit.” HRS § 291C-105(a). The statute presently disallows probation as a sentence for an excessive speeding offense, HRS § 291C-

105(c), and there is nothing contained in the House Committee on Transportation's report that provides any basis for why we should now afford statutorily defined excessive speeders the possibility of probation.

A new study commissioned by Ramos James Law (Austin, TX) published on March 21, 2026 examined several traffic safety factors to rank states by how reckless their drivers. The State of Hawai'i came in a close second behind New Mexico.

2. Hawaii is also among the states with the worst driving culture. **Motorists here cause more speeding-related deaths than anywhere else in America, with nearly half of fatal incidents involving exceeding the speed limit.** Negligent driving is also quite common across the state, as about 1 in every 10 deadly crashes happens because of drivers holding a phone or talking to someone. **Hit-and-run cases are another problem, occurring at a 50% higher rate than the national average.**

The Street, "Watch the road: these 5 states have the most irresponsible drivers", *available at:* <https://www.thestreet.com/automotive/watch-the-road-these-5-states-have-the-most-irresponsible-drivers> (emphasis added), citing the Ramos James Law report.

Please leave § 291C-105 Excessive Speeding unamended in Section 4 and do not allow for probation in the new newly proposed § 291C- (Speed safety intervention) in Section 3. If this Honorable Committee nevertheless otherwise is inclined to retain this HD1 amendment, please consider a further amendment that provides that an offender is probation-eligible only when there are no minors, disabled, or other vulnerable persons in the vehicle at the time of the offense.

My **second proposed amendment** actually is "solicited" in HD1 at Section 2 in the **§286-B Habitual speeder designation**, by leaving blank the number of offenses and the amount of mph over the limit that would qualify for a habitual speeding designation, as follows

(b) A person shall be designated a habitual speeder if the person has been convicted of or found to have committed:

- (1) _____ or more speeding violations within any five-year period; and
- (2) At least one of the violations involved:
 - (A) Exceeding the posted speed limit by _____ miles per hour or more; or ... [.]

Since the proposed new statute § 286B is concerned with habit only, the amount of mph over the posted speed limit is inconsequential. **Habit is a measure of frequency, not quality.** A habitual offender is "one who has been convicted of multiple criminal offenses, usu[ally] similar in nature," Black's Law Dictionary, 7th abr. (2000), at 1021 (definition of "Recidivist"). **Accordingly, this Honorable Committee need only determine the number of offenses committed under HRS 291C-102(a)(1) "Noncompliance with speed limit prohibited" within a 5 year period, with no regard to the amount of mph over the limit. I propose 3. It could be known as the State of Hawaii's 3 speeding strikes law.**

As further support of this bill and the proposed amendments herein, please also consider that **active speed assistance technology is not new, nor is need and demand for it.**

Almost as soon as cars began taking over cities, people understood intuitively that slowing them down was the key to keeping pedestrians safe, and there was broad popular support for reducing speeds. ***In 1923***, the public outcry against automotive scourge came to a head: **Some 42,000 people in Cincinnati signed petitions in favor of an ordinance requiring automobiles to be equipped with a mechanical governor that would limit cars to a top speed of twenty-five miles per hour.** Supporters of this campaign did not mince words. ‘Which Shall It Be?’ asked an ad in *The Cincinnati Post*. ‘A Limit of 23 Miles Per Hour and SAFETY or No Limit and the Lurking Danger of DEATH!’

Sarah Goodyear and Doug Gordon, *Life After Cars*, Penguin Random House (2025), at 14 (emphasis in original) (*emphasis added*).

Our State of Hawai‘i 33rd legislature is called upon to be modern superheroes, like Superman some ninety years ago.

In the first panel of *Action Comics* number 12, published in ***May 1939***, mild-mannered Clark Kent is outside the offices of the ‘Daily Star’, a precursor to the more famous ‘Daily Planet.’ A small crowd has gathered, and when Kent asks someone what has happened, he is shocked to learn that a friend of his has been hit and killed by a reckless driver.

Enraged, Kent calls the city’s mayor and asks why Metropolis has ‘one of the worst traffic situations in the country.’ . . . ‘It’s really too bad,’ the mayor says. *‘But—what can anyone do about it?’*

Kent vows to do something about it himself. He changes into Superman’s iconic blue and red uniform and, in a single bound, takes to the skies, smashing through the window of a radio station and commandeering the live broadcast. *‘The auto accident death rate of this community is one that should shame us all,’ he tells listeners. ‘More people have been killed needlessly by autos than died during the world war!’* Then in a panel that shows the superhero close-up for emphasis, Superman proclaims into the microphone, *‘From this moment on, I declare war on reckless drivers—henceforth, homicidal drivers answer to me!’*

The subsequent pages and panels flow by in a cinematic montage of vengeance against automotive carnage. . . . (In the story’s humorous coda, Clark Kent is about to get in his car to drive to city hall to cover an announcement about the mayor’s traffic safety

initiative only to discover that, thanks to the city's zero-tolerance policy for traffic violations, he's received a parking ticket.)
Id. at 3-5 (emphasis in original) (*emphasis added*).

Finally, while installation of intelligent speed limiting technology and associated highway safety and traffic code penalties are appropriate in all jurisdictions, in the state of Hawai'i, it is pono and constitutionally compelled. "The law of the splintered paddle, mamalahoe kanawai, decreed by Kamehameha I—Let every elderly person, woman and child lie by the roadside in safety—shall be a unique and living symbol of the State's concern for public safety." Haw. const. art 9, §10.

Thank you for your consideration of my testimony. Aloha.

/s/ Georgette A. Yaindl
GEORGETTE ANNE YAINDL



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HOUSE COMMITTEE ON JUDICIARY and HAWAIIAN AFFAIRS
Wednesday, April 8, 2026 - 2:00pm

Hawai'i Bicycling League Supports SB 2429, SD1, HD1, relating to Traffic Safety

Aloha Chair Tarnas, Vice Chair Poepoe, and Members of the Committee,

My name is Eduardo Hernandez and I am the Advocacy Director of the Hawai'i Bicycling League (HBL). We are a non-profit organization founded in 1975 with the mission of enabling more people to ride bicycles for health, recreation, and transportation. We strive to create communities across our islands that have safe, accessible, and inclusive environments for people to bike, walk, and roll.

HBL supports SB2429, SD1, HD1, which establishes a framework for the use of intelligent speed technology for habitual speeders and requires a report to the Legislature.

Given that 2025 was one of the deadliest years in decades on Hawai'i roads, it is imperative to take bold action to influence public behavior change and raise awareness for vulnerable road users and their rights to safely get where they need to go. This bill supports a shared goal of reducing traffic related deaths and serious injuries to zero by 2045.

HBL urges you to support this bill and help leverage the safety benefits it presents so that individuals and families can be better protected on shared roadways. Mahalo for your time and consideration.

S/Eduardo Hernandez

Eduardo Hernandez
Advocacy Director
Hawai'i Bicycling League



LATE

DATE: April 6, 2026

TO: Representative David Tarnas
Chair, Committee on Judiciary & Hawaiian Affairs

FROM: Tiffany Yajima

RE: **S.B. 2429, SD1, HD1 – Relating to Traffic Safety**
Hearing Date: Wednesday, April 8, 2026 at 2:00 p.m.
Conference Room: 325

Dear Chair Tarnas, Vice Chair Poepoe, and Members of the Committee:

On behalf of the Alliance for Automotive Innovation (“Auto Innovators”) we submit this testimony in **support** of S.B. 2429, SD1, HD1, Relating to Traffic Safety.

The Alliance for Automotive Innovation represents the full auto industry, a sector supporting 10 million American jobs and five percent of the economy. From the manufacturers producing most vehicles sold in the U.S. to autonomous vehicle innovators to equipment suppliers, battery producers and semiconductor makers – the association is committed to a cleaner, safer and smarter personal transportation future.

S.B. 2429, SD1, HD1 establishes a framework for the use of intelligent speed assistance technology (ISA) for habitual speeders. It also allows the courts to designate certain drivers as habitual speeders and allows the courts to require ISA in the vehicles of those who repeatedly engage in dangerous speeding behavior. Speeding is one of the most persistent and preventable causes of serious crashes, injuries, and fatalities on our roads, and efforts like this help to reduce dangerous driving behavior.

Auto Innovators supports the amendments made in the HD1 to the definition of “Active intelligent speed assistance systems” and with these amendments support this bill.

Thank you for the opportunity to submit this testimony.

SB-2429-HD-1

Submitted on: 4/6/2026 3:10:51 PM

Testimony for JHA on 4/8/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Johnnie-Mae L. Perry	Individual	Support	Written Testimony Only

Comments:

I, Johnnie-Mae L. Perry, Support

2429 SB RELATING TO TRAFFIC SAFETY.

SB-2429-HD-1

Submitted on: 4/7/2026 9:07:36 PM

Testimony for JHA on 4/8/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Michael A. Cobb Jr	Individual	Oppose	Written Testimony Only

Comments:

I oppose this bill.